



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20 2003

Mr. Peter Woodruff
7 Ravine Drive
Galena, Illinois 61036

Dear Mr. Woodruff:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

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US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/tbg/woodruff

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US 20 Glacier Shadow Pass Study

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The U.S. 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 22, 2003

Mr. Ken Lazar
31 Georgetown Road
Sherman, IL 62684

Dear Mr. Lazar:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Many of your comments are being considered as we complete the Phase I development of the roadway design. Access to all remaining parcels has been investigated, and decisions regarding landlocked parcels will be made as the study moves toward completion. Any necessary adjustments to right-of-way will be made and documented. Investigation of the current status of development is also ongoing.

We are in the process of evaluating the alignment across the Apple River. Keeping superelevation transitions off of structures is a design goal that we will attempt to meet. If not met, a level two design exception would be required.

The decision to maintain a consistent cross section for the proposed freeway was made in order to minimize the footprint impacts of the roadway. Unless the median were to be substantially widened from the proposed 54 feet, the 'stepped' cross section could not be implemented. The 1:6 median slope you suggested would allow up to a 5 foot elevation difference between the eastbound and westbound lanes with the 54 foot median. However, it would not allow for snow storage, which is a substantial concern in this area. We remain convinced that minimizing impacts and providing for operational concerns is best achieved with the proposed cross section and standard median ditch.

The exit and entrance terminal gore locations were designed in accordance with BDE criteria. We are confirming that sight distance requirements are met at all locations, and will attempt to meet 'preferred' criteria. We concur that motorists view of the exit gores is an important issue.

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The proposed profile of the U.S. 20 Freeway was developed based on aesthetics, drainage requirements and earthwork balance. We will investigate your specific concerns adjacent to the Galena Territory. Regarding the maximum profile grade along the freeway, we have met BDE criteria for this type of facility. Several factors were considered in developing the grades in steeper areas. In accordance with standard design practice, efforts were made to coordinate the horizontal and vertical alignments based on both aesthetic and operational considerations. Due to the relatively severe topography in the area of the Galena Territory, it was not possible to keep all design features at a "preference" level; all do meet BDE criteria, however.

You describe in your comments several reasons why you believe an expressway on new alignment would be a better design choice than a freeway. However, the District strongly believes that based on safety concerns over the design period and beyond, a freeway will far exceed the performance of an expressway. The District has an ongoing study of the conversion of the expressway between Galena and East Dubuque to a freeway. Recent and ongoing projects to add signalized intersections to US 20 between Freeport and Rockford were primarily in response to safety concerns in that area. Certainly we would not want to be faced with a similar situation in the future for a relatively new expressway. Further, a comparison of the design criteria for the two facility types does not necessarily support your contention that an expressway would be considerably less costly.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;

6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/jmc-0103/sb



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August 20, 2003

Ms. M. Bonny Brown
3599 East Woodbine Street
Stockton, Illinois 61085

Dear Ms. Brown:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

You asked that we consider moving the proposed freeway alignment further north at your property. Any shift to the north would affect access for adjacent property owners, and the suggestion has not been implemented.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.

As part of the land acquisition process, IDOT's policy is to pay fair market value for properties acquired. In some cases, only a portion of a parcel will be acquired. In these situations, separated parcels would remain the property of the current owner. In order to determine our "offer to purchase", an appraiser compares the market value of the original property versus the market value of the remaining parcel(s). The difference in these values is considered the fair acquisition price, since all factors that affect the value of the property to be acquired, as well as damage to the remaining property, are considered.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

Enclosure

ST/US 20 freeport galena/partial input/brown



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Daniel H. Angres, M. D.
Ms. Kathy B. Angres
2216 Black Oak Court
Liste, Illinois 60532

Dear Mr. & Ms. Angres:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The U.S. 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

Stilus 20 freeport galena/fbg/angres

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternates generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternates would extend from U.S. Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Wayne Krohmer
620 East Reusch Road
Elizabeth, Illinois 61028

Dear Mr. Krohmer:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

You expressed an understandable concern about the maintenance and/or snow removal for a new highway. The Department makes every effort to provide the highest quality service level on all roadways in our jurisdiction and will continue to do so. Ongoing maintenance costs represent a substantial portion of IDOT's annual budget, and increases in maintenance expenses have been considered in the decisions made. District 2 has been a leader in applying innovative materials and utilizing the latest technologies in all of our maintenance activities (e.g. weather monitoring technologies) to aid in minimizing poor road conditions. Note that the 12-county District 2 area currently has about 5000 lane miles, so the increased maintenance responsibility would be less than four percent. State-wide the percentage would be well below one percent.

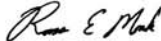
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To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/partial input/krohmer



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JoDavies and Stephenson Counties
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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Michael Stadermann
7987 U.S. 20 West
P.O. Box 62
Eleroy, Illinois 61027

Dear Mr. Stadermann:

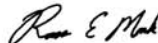
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The Department has determined that the Long Hollow freeway alignment is the preferred alternate. As you noted in your letter, this selection does not affect your property located on along US Route 20.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

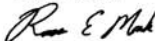
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Gregory L. Mounts
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Engineer of Program Development

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August 20, 2003

Mr. Pat Legel
206 Bench Street
Galena, Illinois 61036

Dear Mr. Legel:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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August 20, 2003

Mr. Ron Mapes
9184 East Binkley Road
Stockton, Illinois 61085

Dear Mr. Mapes:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.

IDOT will typically approach property owners for acquisition when a certain section is programmed for construction and detailed design is substantially underway. The only exceptions to this schedule are for two cases: hardship acquisition and protective buying. Hardship acquisition can occur when a property owner identifies a desire to sell their property and demonstrates that they have been unable to sell due to public knowledge of the roadway improvement project. In a protective buying, IDOT may step in to buy property on which a specific development plan has been announced and undertaken.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

Enclosure

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August 20, 2003

David J. Youngblut
2730 AYP Road
Freeport, Illinois 61032

Dear Mr. Youngblut:

Thank you for your Comment Sheet from the US 20 Glacier Shadow Pass Public Hearing held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center, in Galena.

The Department is currently investigating a new alignment for AYP/Cook intersection that will balance the need to meet design standards and the need to reduce impact to property owners in the area. When the investigation is concluded, we will address your comments by providing you with a plan view of the revised design, for your further review.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
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ST/vy-0105 us glacieripk



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Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDavies and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Glenn Mapes
203 West Mapes Avenue
P. O. Box 174
Stockton, Illinois 61085

Dear Mr. Mapes:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 Freeport Galena/tbg/mapes



Illinois Department of Transportation

Division of Highways / District 2
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JoDaviss and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Mike Koerperick
Ms. Karen Koerperick
11653 Route 20 West
Galena, Illinois 61036

Dear Mr. and Ms. Koerperick:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.

IDOT will typically approach property owners for acquisition when a certain section is programmed for construction and detailed design is substantially underway. The only exceptions to this schedule are for two cases: hardship acquisition and protective buying. Hardship acquisition can occur when a property owner identifies a desire to sell their property and demonstrates that they have been unable to sell due to public knowledge of the roadway improvement project.

Page 2
US Glacier Shadow Pass Study

In a protective buying, IDOT may step in to buy property on which a specific development plan has been announced and undertaken.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

Enclosure

SI/freeport galena/us 20/full in/koerperick



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

August 7, 2003

Mr. Eugene Offenheiser
965 South Stockton Road
Stockton, Illinois 61085

Dear Mr. Offenheiser:

Thank you for your recent letter to Governor Rod R. Blagojevich regarding the proposed expansion of US 20 from northwest of Galena to west of Freeport. Governor Blagojevich has asked us to respond.

The Illinois Department of Transportation (IDOT) welcomes public involvement and considers it a very important part of the planning process. Your letter indicating a preference for a no build alternative has been forwarded to the IDOT District Two office in Dixon which is coordinating the public input for this project. Your concerns will be included in the Public Involvement document and all input will be considered before a final decision is made on the study.

Presently, preliminary engineering, at a cost of \$9 million, is under way to prepare a location and design report and an environmental impact statement for improving the existing 50 miles to four lanes. Engineering for contract plans and land acquisition for the Galena bypass are included in the FY 2004-2008 Proposed Highway Improvement Program at a cost of \$6.5 million. No other preconstruction or construction activities for this project are currently funded.

Thank you for your interest in Illinois' transportation system.

Sincerely,

55 8/12/03

Timothy W. Martin
Secretary

cc: Governor Rod R. Blagojevich

bcc: Secretary Martin Brice Sheriff
Robin Black Rodger Smith
Dick Smith Gregg Mounts, Dist. 2
Vic Modeer Chuck Schmitt

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Karen A. Scarna 7-17-03



Illinois Department of Transportation

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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Eugene Offenheiser
965 South Stockton Road
Stockton, Illinois 61085

Dear Mr. Offenheiser:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

The Department has considered your suggestion for the North Simmons Mound Alternative. However, due to system benefit and design criteria, the suggestion has not been implemented.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

An ongoing accident analysis has been conducted of all the recently improved sections of existing US Route 20. Additional assessment of highway safety will be included in the Final Environmental Impact Statement.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;



Illinois Department of Transportation

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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Jerry Paulson
Executive Director
Natural Land Institute
320 South Third Street
Rockford, Illinois 61104

Dear Mr. Paulson:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

IDOT has strict policies for access along highways immediately adjacent to interchanges. In this specific case, access to existing US Route 20 will not be allowed within 600 to 700 feet of the interchange ramps. Additional controls will be placed along the first access roads on each side of the interchange. However, IDOT does not exercise power to restrict access where traffic operations and safety do not indicate such restrictions to be appropriate. IDOT also does not use access control requirements as a means to control local land use. Regulating urban growth at interchanges and intersections is under the jurisdiction of the county and/or municipality through zoning ordinances.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this

6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/lbg/offenheiser

trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

The possibility of including scenic easements on this project is being investigated by the Department at this time and will be addressed in the Final Environmental Impact Statement.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/partial input/paulson



Illinois Department of Transportation

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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Neil Holmes
5281 North Rink Road
Lena, Illinois 61048

Dear Mr. Holmes:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.

If the Department needs your property, we will approach you with an offer to purchase it. The amount of the offer will be what an appraiser determines to be the "fair cash market value" of your property. Any unusual requests are listened to and considered. Your suggestion of a land exchange is possible, but only in certain circumstances. Moving buildings can be done, if the owner initiates the process for which IDOT will compensate the move. Whenever surveying needs to be done during this process or an abstract needs changing, the Department of Transportation will pay for them.

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US 20 Glacier Shadow Pass Study

In your comments, you mentioned that an artist uses the house as a studio. If his business is incorporated at this location, then his displacement would follow IDOT's business displacement policy.

IDOT is responsible for the cost of the fences put up to enforce access control, as well as the maintenance of the fence in the future. The fence would meet the requirements for pasturing cattle, so you would not need a second fence for that purpose.

When a project requires removal of trees, the Department is committed to replanting new trees along the new road at a ratio of 1:1 replacement.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815) 284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

Enclosure

St/US 20 freeport galena/full input/holmes



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dan Meyer and Ms. Jill Meyer
509 South Stockton Road
Stockton, Illinois 60185

Dear Mr. and Ms. Meyer:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

Enclosure

St/US 20 freeport galena/partial input/meyer



Illinois Department of Transportation

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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Julie Bruser
Executive Director
JoDaviess Conservation Foundation
126 North Main Street
P. O. Box 216
Elizabeth, Illinois 61028

Dear Ms. Bruser:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/lbg/bruser

Page 2
US 20 Glacier Shadow Pass Study

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

ST/US 20 freeport galena/lbg/curtis



Illinois Department of Transportation

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August 20, 2003

Mr. John Curtiss
1330 South Curtiss Road
Stockton, Illinois 61085

Dear Mr. Curtiss:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your concern for Mr. Borsdorf and we are handling his property issues. We also looked at your concern regarding Route 78 North. The size and layout of this proposed interchange is based on meeting design criteria for grading and satisfying safety issues. The local roadway network is also effectively addressed.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.



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August 20, 2003

Mr. Fred Mehl
Ms. Barbara Mehl
1333 South Evans Road
Stockton, Illinois 61085

Dear Mr. and Ms. Mehl:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.